

LONDON BOROUGH OF HARINGEY

PROPOSED RESIDENTIAL DEVELOPMENT SITE AT
PARTRIDGE WAY, WOOD GREEN, LONDON, N22 8DT

OUTLINE CONSTRUCTION LOGISTICS PLAN

July 2021

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I.0 INTRODUCTION

- I.1 Paul Mew Associates is instructed by London Borough of Haringey in relation to the proposed development of land at Partridge Way, Wood Green, London, N22 8DT and to prepare an Outline Construction Logistics Plan (CLP) to support the proposals regarding the construction of a 23 unit residential scheme.

CLP Objectives

- I.2 The overall objectives of this Outline CLP are to:
- Encourage construction workers to travel to the site by non-car modes e.g. using bus stops near the site or Bounds Green or Alexandra Palace stations;
 - Promote smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods;
 - Encouraging greater use of sustainable freight modes;
 - Encouraging the use of greener vehicles;
 - Managing the on-going development and delivery of the CLP with construction contractors;
 - Ensure that pedestrian access to the neighbouring properties on Partridge Way / Trinity Road is not compromised during the construction works;
 - Communicate site delivery and servicing facilities to workers and suppliers;
 - Encourage the most efficient use of construction freight vehicles; and
 - Safeguard neighbouring residential amenity.

Site Context

- I.3 The application site's location, context and current layout (Drawing 0226-001 Rev P02) are shown in Appendix A.
- I.4 The local planning and highway authority is the London Borough of Haringey.
- I.5 The site is located around 700m to south east of Bounds Green underground station and 600m to the north of Alexandra Palace national rail. A parade of local shops, services and amenities are located along Commerce Road and Wood Green High Road to the east of the site and around Bounds Green station to the north west of the site.
- I.6 The site is served by 4 different bus routes, accessed from bus stops on Bounds Green Road and Wood Green High Road, all of which can be accessed within 500 metres of the site.
- I.7 The application site has a public transport accessibility level (PTAL) score of 5 which is a 'very good' accessibility rating as defined by Transport for London (TfL).
- I.8 The site is located on the south side of Partridge Way opposite the Finsbury House tower block, with residential development to the rear. Partridge Way serves only the Finsbury House and Newbury House tower blocks, associated parking and wider local development and extends over a distance of around 89m east of its junction with Bounds Green Road.

- I.9 Bounds Green Road is subject to a 30mph speed limit. The site and roads adjoining the site are within the Wood Green (WG) Outer controlled parking zone where regulations apply only on event days Monday to Saturday, 8am to 6.30pm.
- I.10 The site is in close proximity to a number of cycle routes, including a local cycle route with lane markings which runs along Bounds Green Road adjacent to the site and links Wood Green to Northumberland Park.

Existing Site

- I.11 The proposed development site currently features a hardstanding area and 18 garages with adjoining amenity space. All 18 garages are assumed to be in use.

Summary of Works

- I.12 The works involve the demolition of the current 'lock-up' garages and the construction of a 23 unit residential development consisting of 14 x 1-bedroom and 9 x 2-bedroom apartments with associated landscaping works. On-site car parking for 2 disabled bays are proposed along with on-site cycle parking. The proposed site plan (Drawing 0226-101 Rev P01) is presented in Appendix B of this report.

Site Contact Details

- I.13 The site contractor's details will be provided within the detailed CLP once contracts have been awarded. In the interim period the CLP author at this stage will act as the site contact. CLP author details are provided below.

Hours of Operation

- I.14 To avoid adding to local congestion, all HGV access and egress from the site will take place between 9:30 am and 4:00 pm. Hours in which site personnel will arrive and depart will be Monday to Friday 8am to 6pm and Saturday 8am to 1pm. No demolition or construction work will take place outside of these times including Sundays and Bank Holidays.

CLP Author

- I.15 The CLP author details are as follows:

John Ross BSc (Hons), MSc
Associate Director
Paul Mew Associates
0208 780 0426
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- I.16 This outline CLP covers the construction logistics of the proposed development.

2.0 SITE & POLICY CONTEXT, CONSIDERATIONS & CHALLENGES

Policy Context - National Planning Policy Framework (NPPF)

- 2.1 The main planning policy documents which provide a context for national sustainable transport is the National Planning Policy Framework (NPPF), which was published in July 2018 and revised in February 2019.
- 2.2 An extract from section 9 'Promoting Sustainable Transport' of the NPPF February 2019 is set out as follows:

"108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

109. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. "

- 2.3 The aforementioned policies have been taken into consideration when preparing this CLP.

Policy Context - London Borough of Haringey

- 2.4 At present, The London Borough Haringey does not provide specific policy guidance regarding the preparation of Construction Logistics Plans, however Transport Officers at the London Borough of Haringey have provided advice which has been taken in to account in the preparation of this Outline Construction Logistics Plan.

Policy Context - Transport for London

- 2.5 Transport for London (TfL) has developed a Construction Logistics Plan (CLP) guidance document to support sustainable construction practices in London. The document is designed to give specific help to transport planners and people working in the construction industry.
- 2.6 CLP's are an important management tool for planners, developers and those working in construction companies. They act as the catalyst for reducing the negative transport effects of construction work on local communities, residents, businesses and the environment.
- 2.7 The main difference between an outline CLP and a detailed CLP is the level of information provided. This will usually depend on the stage of the development plans.

- 2.8 An outline CLP should be prepared at the pre-planning stage and contain a summary of the main logistics issues expected during construction and outline what the developer intends to do. This information will be confirmed within a detailed CLP along with some additional information about how the activities will be organised and managed once consent is granted and contracts awarded.
- 2.9 This report has been prepared as an outline CLP. It is expected that a detailed CLP will be required as a condition of planning permission.

Policy Context - London Plan, The Mayor of London (March 2021)

- 2.10 With regard to CLP's, the following relevant sections have been extracted from the London Plan (March 2021):

"Policy T7 Deliveries, servicing and construction

G) Development proposals should facilitate sustainable deliveries and servicing, including through the provision of adequate space for servicing, storage and deliveries off-street. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.

10.7.4 When planning freight movements, development proposals should demonstrate through Construction Logistics Plans and Delivery and Servicing Plans that all reasonable endeavours have been taken towards the use of non-road vehicle modes. Where rail and water freight facilities are available, Transport for London's freight tools should be used when developing the site's freight strategy.

10.7.6 Construction Logistics and Delivery and Servicing Plans should be developed in line with TfL guidance and adopt the latest standards around safety and environmental performance of vehicles to ensure freight is safe, clean and efficient. To make the plans effective they should be monitored and managed throughout the construction and operational phases of the development.

10.7.8 To reduce the road danger associated with the construction of new development and enable the use of safer vehicles, appropriate schemes such as CLOCS (Construction Logistics and Community Safety) or equivalent and FORS (Fleet Operator Recognition Scheme) or equivalent should be utilised to plan for and monitor site conditions. Development proposals should demonstrate 'good' on-site ground conditions ratings or the mechanisms to reach this level, enabling the use of vehicles with improved levels of driver direct vision. To support the procurement of these vehicles and to minimise road danger, the Mayor has introduced his Direct Vision Standard, which rates Heavy Goods Vehicles on a star rating from 0 (lowest) to 5 (highest), based on how much the driver can see directly through the cab windows.

Policy Context - Mayors Transport Strategy, The Mayor of London (2018)

- 2.11 The Mayor's Transport Strategy set out the Mayors Policies and proposals to reshape transport in London over the next two decades.
- 2.12 The following relevant sections regarding CLP's have been extracted and outlined herein for ease of reference:

"Through the London Plan, the Mayor will require all new development proposals to demonstrate in their Construction Logistics Plans and Delivery and Servicing Plans that all reasonable endeavours have been taken towards the use of non-road vehicle modes. The London Plan will also safeguard wharves and railheads...

... The identification and protection of new sites for load consolidation, particularly those adjacent to rail or river services, is supported by the London Plan and will be considered through the planning process. The use of these centres will be encouraged through the requirement for Construction Logistics Plans in the planning process."

Policy Context - Other Key Policies

- 2.13 The Traffic Management Act (2004) and The London Freight Plan provide additional guidance on the management of transport impacts in relation to new developments. These policy documents will also be adopted by the site contractors.

Site Context

- 2.14 TfL's CLP guidance document states that it is good practice to provide information regarding the site and surroundings and details of the proposals such as: the location of the site, the size and nature of the development, details of any parking constraints near the site, details of site access, including public transport, cycling and footways, and any changes to services during the construction phase.

Site Address & Locality

- 2.15 The full address of the site is Partridge Way, London, N22 8DT. Partridge Road is a 'cul-de-sac' of approximately 90m length and links to the A109 Bounds Green Road.
- 2.16 The application site is located within the London Borough of Haringey.

Development Proposal

- 2.17 The works involve the demolition of the current 18 'lock-up' garages that are located on the site, and the construction of a 23 unit residential development consisting of 14 x 1-bedroom and 9 x 2-bedroom apartments.

Local Transport Options; Highways, Public Transport and Walking

- 2.18 The area adjoining the site compromises of residential dwellings.
- 2.19 In terms of public transport, in order to demonstrate the accessibility attributes of the application site in the context of its surroundings, an accessibility audit a manual public transport accessibility level (PTAL) assessment has been undertaken.
- 2.20 The results indicate that the application site has a PTAL score of 5 which is a 'very good' accessibility rating as defined by TfL. The PTAL assessment is presented in Appendix C of this report.
- 2.21 The PTAL assessment shows that four London bus routes can be accessed from within around a 500 metre walking distance from the site. Table 1 outlines the local available bus routes and destinations which can be accessed.

Table 1. Local Bus Services

Bus Stop & Distance	Route	Route Details	Hourly Frequency
Bounds Green Rd Eastern Rd (100m)	221	Edgware to Wood Green	5
High Rd, Wood Green Police Station (500m)	121	Enfield Lock to Wood Green	6
	232	St Raphael's Estate to Wood Green	4
	329	Enfield to Wood Green	10

Source: TfL

- 2.22 The nearest Underground station to the site is Bounds Green station (700m from the site). Piccadilly Line services operate from Bounds Green station north to Cockfosters, and south to central London, Heathrow and Uxbridge. High service frequencies apply to services in both directions, with services operational 24 hours a day Friday to Sunday.
- 2.23 The nearest National Rail station is Alexandra Palace which is a 596m walk from the site. On weekdays, 6 trains per hour to Moorgate, 3 trains per hour to Welwyn Garden City and 3 trains per hour to Hertford North (1 trains per hour extended to Letchworth Garden City) via Hertford Loop Line call at Alexandra Palace. A limited Great Northern service to / from King's Lynn, Cambridge and Peterborough via Potters Bar also calls at Alexandra Palace in the late evening and at night calling at all stations en route. A few weekday business peak trains to/from Kings Cross also stop
- 2.24 The site is in close proximity to a number of cycle routes as shown in Appendix C, including a local cycle route with lane markings which runs along Bounds Green Road adjacent to the site and links Wood Green to Northumberland Park.
- 2.25 Appendix C includes map extracts showing local bus, rail and cycle routes.
- 2.26 In summary the site benefits from good levels of accessibility to sustainable transport modes.

Parking Constraints

- 2.27 The site and roads adjoining the site are within the Wood Green (WG) Outer controlled parking zone where regulations apply only on event days Monday to Saturday, 8am to 6.30pm.
- 2.28 No on-site parking provision will be made for construction workers during the construction phase.
- 2.29 Bounds Green Road locally is subject to double and single yellow lines and bus stop markings where parking is prohibited during daytime periods. The site and side roads are subject to permit parking schemes again precluding non-resident parking. Pay-by-phone parking spaces on some local roads have a maximum duration of stay of 2 hours during daytime periods.

Site Access

- 2.30 The site will be accessed from Partridge Way.

Community Consideration

- 2.31 The local community and other land uses have been carefully considered when preparing this document. Appendix C identifies a number of communal facilities situated within the local area. The measures outlined herein aim to mitigate any impacts as much as possible. The site manager will continually liaise with any community considerations.
- 2.32 To avoid adding to local congestion, all HGV access and egress from the site will take place between 9:30 am and 4 pm.

Schools

- 2.33 A number of schools are located within proximity to the site as shown in Appendix C. The route construction vehicles will take to access or egress the site has been planned to avoid local schools as far as possible with heavy goods vehicle traffic movements being scheduled to avoid peak school arrival and departure times.

Local Businesses and Services

- 2.34 The local shopping parade on Commerce Road will be unaffected by construction traffic from the site. District shopping areas around Bounds Green station and on Wood Green High Road lie on routes to be used by construction traffic. Scheduling of construction vehicles access or egress to the site will avoid the busiest periods on the A109 Bounds Green Road and the A105 Wood Green High Road.

Places of Worship

- 2.35 As shown in Appendix C there are a number of places of worship located within

close proximity of the site. Scheduling of construction vehicles access or egress to the site will avoid peak times when religious services / events are taking place.

3.0 CONSTRUCTION PROGRAMME & METHODOLOGY

- 3.1 This CLP gives the planning authority details of the logistics activity during the construction project. It details likely demolition / construction techniques and how construction vehicles will access and exit the site.
- 3.2 To avoid adding to local congestion, all HGV access and egress from the site will take place between 9:30 am and 4:00 pm. Hours in which site personnel will arrive and depart will be Monday to Friday 8am to 6pm and Saturday 8am to 1pm. No demolition or construction work will take place outside of these times including Sundays and Bank Holidays.
- 3.3 In terms of program of works and estimated timescale, at this stage it is envisaged that works will start on site in July 2022 and will be complete in January 2024. Once contractors are appointed, a detailed programme and timescale for the project will be presented in the detailed CLP.
- 3.4 The proposed development programme is scheduled to start when the detailed CLP has been approved by the Council. It is expected that a detailed CLP will be required as a condition of planning permission.
- 3.5 For ease of reference the likely programme relating to site set up, ground works and construction are set out in the following section of this report.

Site Set-Up

- 3.6 Temporary hoardings will be erected around the site. This will continue to permit unhindered access to users of Partridge Way. Hoarding will be designed and installed in accordance with the requirements of the local authority.
- 3.7 Any asset protection measures will be agreed with the London Borough of Haringey
- 3.8 Wheel wash facilities will be provided on-site for construction vehicles;
- 3.9 It should be noted that a section of the footway on Trinity Road adjoining the site will need to be closed during the development. The developer will be responsible for making any necessary enabling works to the footway. In addition, the current bin store for Finsbury House will be relocated from the site to its new permanent position on the north side of Partridge Way.
- 3.10 The site will be checked for any utilities running through it, and liaison with utility companies if required;
- 3.11 All electrics, water and gas supplies will be made safe.
- 3.12 Welfare facilities will be provided within the site.
- 3.13 An indicative demolition / construction compound set-up plan including the hoarding line, site access gates, welfare unit, site office and materials store is

presented in Appendix D, while a detailed demolition / construction compound set-up plan will be provided in the detailed CLP.

- 3.14 Materials will be stored within the site as shown in Appendix D.

Demolition and Ground Works

- 3.15 Demolition and construction waste will be controlled by a Waste & Recycling Action Plan, with site segregation of waste and maximum off-site recycling;
- 3.16 Any demolition / excavation spoil which cannot be reused will be transferred into a two-axle tipper truck (11 tonne payload) parked within the site;
- 3.17 Pedestrian access to the neighbouring properties will be maintained when the two-axle tipper truck is collecting spoil / waste materials;
- 3.18 Vehicle swept path tracking of a two-axle tipper truck will be provided within the detailed CLP;
- 3.19 Noise and dust will be controlled by the Considerate Contractors Code;
- 3.20 Noisy work will be restricted as much as possible and will be conducted in areas within the construction site that will cause as little disturbance as possible to neighbours;
- 3.21 Excavation will be conducted with conventional excavation plant;
- 3.22 No waste materials will be burnt on site;
- 3.23 Any dust creating activities will be conducted away from neighbouring properties and sensitive areas;
- 3.24 Spoil will be securely covered at all time;
- 3.25 It will be ensured that footpaths and highways adjacent to the site are kept clean at all times;
- 3.26 A trained banksman will be employed who will be on-site to safely direct vehicles and manage traffic, especially when tipper trucks are manoeuvring in the area of the site;
- 3.27 A trained traffic marshal will be employed on a full-time basis to ensure that all cyclist and pedestrian activity in the vicinity of the site is safe and satisfactory;
- 3.28 A traffic marshal will also direct pedestrians / cyclists across / along Partridge Way / Trinity Road when demolition vehicles are entering/exiting the site.

Construction

- 3.29 It is expected that ready-mix concrete will be brought to the site by a 4m3

concrete mixer truck. Exact details of vehicles to be used will be confirmed in the detailed CLP

- 3.30 A small to medium concrete pump vehicle may be used to transport concrete from the lorry to the required parts of the site;
- 3.31 Vehicle swept path tracking of a 4m³ concrete mixer truck will be provided in the detailed CLP
- 3.32 Materials (bricks, blocks, timber etc) will be brought to the site by a vehicle no larger than a conventional sized vehicle. Swept-path analysis of a typical conventional sized vehicle will be provided in the detailed CLP.
- 3.33 All delivery and construction related vehicles will be pre-scheduled with reference to the site foreman.
- 3.34 A trained traffic marshal will be employed by the contractor on a full-time basis to ensure that all cyclist and pedestrian activity in the vicinity of the site is safe and satisfactory.
- 3.35 A traffic marshal will also direct pedestrians / cyclists across / along Partridge Way / Trinity Road when construction vehicles are entering/exiting the site.
- 3.36 A trained banksman will be employed on-site to safely direct vehicles and manage traffic, especially when concrete mixers / conventional sized delivery vehicles are carrying out reversing manoeuvres.
- 3.37 As and when necessary the adjoining footpath/highway will be swept and washed to keep clean.
- 3.38 A material store area will be maintained within the site. This may need to be moves within the site as construction works progress.

Substructure

- 3.39 It is proposed that all waste and spoil that is not to be recycled or re-used on-site will be transferred to two-axle tipper trucks (11 tonne payload) parked within the site.
- 3.40 Concrete shall be delivered on-site using a ready-mix concrete lorry. The number of trips that will be needed will be minimised so as to minimise impact on the adjoining road network.
- 3.41 Whilst construction vehicles are moving into place, banksmen will be on hand to direct vehicles. Delivery drivers will adhere to the call up procedure (as outlined later within the report) in order to ensure banksmen are ready in time for the vehicle arriving.
- 3.42 To minimise disruption to Bounds Green Road and local community considerations, spoil and waste materials will be collected outside of peak times.

- 3.43 Pedestrian / cycle access to neighbouring properties will be managed when the vehicle is moving into the space. This will be done with the use of the call up procedure, by letting traffic marshals know of an incoming vehicle. Traffic marshals will then ensure that any rights of way are clear of pedestrians / cyclists before the vehicle approaches. Any pedestrians / cyclists using rights of way will be aided by the traffic marshal.
- 3.44 Drivers of construction vehicles will remain with their vehicle at all times and will be able to move the vehicle upon request if required.
- 3.45 Work men will be at hand to meet the vehicle and unload / load in a timely manner to avoid the amount of time neighbours are impacted.

Superstructure

- 3.46 During the superstructure phase, it is likely that vehicles no larger than a conventional sized delivery vehicle will need to access the site. Swept-path analysis demonstrating how vehicles enter and exit the site will be provided in the detailed CLP.
- 3.47 The arrival of construction vehicles will be scheduled during the middle of the day outside of peak traffic periods and when residents are likely to not be at home and Bounds Green Road will likely be at its quietest.
- 3.48 A trained banksman and traffic marshal will be employed to ensure that all vehicle and pedestrian activity in the vicinity of the site is safe and satisfactory.
- 3.49 Drivers of construction vehicles will always be present at any vehicle called to the site, therefore if there are any instances where an emergency vehicle or other type of vehicle needs to access the site and cannot for whatever reason, the driver of the vehicle would be on hand to immediately and efficiently get out of the way.

Cladding & Fit Out

- 3.50 A small number of additional contractors will need access to the site during cladding and fit out. Contractors will arrive in smaller vehicles to service the site.

4.0 VEHICLE ROUTING, VOLUME & SITE ACCESS

- 4.1 This section assesses how construction traffic will be managed in terms of volume and routing.

Vehicle Routing

- 4.2 All construction related vehicles will be carefully routed so as to minimise disruption on the local and the wider highway network adjoining the site.
- 4.3 A construction vehicle routing plan is presented in Appendix E of this report. This routing plan is specified to all contractors and sub-contractors' companies who will be involved in sending vehicles to the site.
- 4.4 Vehicles will approach the site from the A406 North Circular Road heading south on Bounds Green Road. Access to Bounds Green Road is available from the A406 North Circular Road from the east and west at the junction of the A406 North Circular Road / A109 Bounds Green Road / A109 Station Road. Vehicles will then turn left in to the site.
- 4.5 Vehicles will leave the site north to the A406 North Circular Road. Vehicles heading north or east at the junction of the A406 North Circular Road / A109 Bounds Green Road / A109 Station Road will follow the lane markings to take up the appropriate position to make the required movement. Due to a 'right turn ban' at this junction for northbound traffic on Bounds Green Road, vehicles needing to head east on the A406 North Circular Road, will be required to turn left and head west on the A406 North Circular Road to its junction with Colney Hatch Lane, where it can make use of the westbound off-slip, overbridge, and eastbound on-slip to re-join the A406 North Circular Road eastbound.

Access

- 4.6 Vehicular and pedestrian access to the site will be via Bounds Green Road in to Partridge Way.
- 4.7 Vehicle swept-path analysis for all of the expected vehicles accessing the site will be provided in the detailed CLP.
- 4.8 Bounds Green Road adjacent to the site is provided as a circa 13.2m wide road without parking bays. As such vehicle access to the site will be unhindered by parked cars.

Volume & Type of Vehicles

- 4.9 The exact / project specific number of construction vehicle trips to and from the site cannot be provided at this early stage of the project and without contractor involvement but based on other similar schemes, it is estimated there could be around 5 vehicles per day that will include delivery vans and lorries.
- 4.10 This is based on a scheme similar in size (33 units) to that proposed at Partridge

Way that is in the process of being occupied. With regards vehicle types, the similar scheme has been served by

- Tipping Lorries (7.9m x 3.0m)
- Rigid Lorries (12.0m x 2.55m)
- Transit Vans (5.9m x 2.0m)

4.11 The movement of demolition and construction related traffic will be managed so as to cause as minimal disruption as possible to free flowing traffic on Bounds Green Road and to local residents and businesses.

4.12 Full details of forecast vehicle trips numbers for the project will be presented in the detailed CLP.

5.0 STRATEGIES TO REDUCE IMPACTS

- 5.1 The following measures have been identified to help achieve the goals of the CLP and better manage the challenges identified in Section 2.

Table 2. Impact Checklist

High Impact Site Planned Measures Checklist	Committed	Proposed	Considered
Measures Influencing Construction Vehicles and Deliveries			
Safety and Environmental Standards and Programmes	X		
Adherence To Designated Routes	X		
Delivery Scheduling	X		
Re-Timing for Out of Peak Deliveries	X		
Re-Timing for Out of Hours Deliveries			X
Use Of Holding Areas and Vehicle Call Off Areas			X
Use Of Logistics and Consolidation Centres			X
Measures To Encourage Sustainable Freight			
Freight By Water			X
Freight By Rail			X
Material Procurement Measures			
DFMA And Off-Site Manufacture			X
Re-Use of Material on Site		X	
Smart Procurement		X	
Other Measures			
Collaboration Amongst Other Sites in The Area	X		
Implement A Staff Travel Plan	X		

Safety and Environmental Standards and Programmes

- 5.2 The contractor will be committed to the safety and environmental standards and programmes.

Vehicle Call-Up Procedure, Scheduling and Designated Routes

- 5.3 The following vehicle call-up procedures will be in place at the development;
- Deliveries will be given set times to arrive, between 9:30 am and 4:00pm;
 - Delivery instructions will be sent to all suppliers and contractors;
 - Trained site staff will assist when delivery vehicles are visiting the site;
 - A traffic marshal and banksman will ensure the safe passage of pedestrians and vehicular traffic in the street when vehicles are accessing the site;
 - The site telephone number will be given to suppliers who must confirm site arrival time at least 20 minutes prior to arrival and only to approach the site once confirmation that site is clear is received.
- 5.4 The site manager will have responsibility for supervising, controlling and monitoring vehicle movements to / from the site.
- 5.5 Coordination of transport / deliveries and arrivals will be supervised by the site manager to ensure that the loading/collection area is clear of vehicles and materials before any subsequent lorry arrives.
- 5.6 Contractor workers will as far as possible be encouraged to arrive and leave the site by public transport.

Other Material Considerations

- 5.7 In order to ensure the effective and safe management of excavation and construction related vehicles throughout the build programme, the contractor will hire a suitable number of trained and designated banksmen/traffic marshals. Disruption to free flowing traffic on the adjoining highway will be minimised as much as possible, therefore any safety implications for adjacent highway users will be minimal.
- 5.8 Banksmen and traffic marshals will be LANTRA or similarly qualified to carry out the traffic management procedures required during the works.
- 5.9 The contractor and any sub-contractors or other suppliers sending vehicles to and from the site will be silver members of the Fleet Operator Recognition Scheme (FORS). A brief introduction to FORS is presented below:

Fleet Operator Recognition Scheme (FORS)

- 5.10 FORS is a voluntary scheme set up by TfL. It aims to improve freight delivery in London by providing an industry quality and performance benchmark that encourages best practice. FORS increases professionalism among vehicle and fleet operators. Among the benefits are greater legal compliance, reduced supply chain disruption and improved occupational road safety.
- 5.11 Becoming FORS Silver accredited means a contractor or subcontractor operating HGVs and/or fleets of vans has reached a set standard in the following areas:
- Drivers and driver management;
 - Vehicle maintenance and fleet management;
 - Transport operations;
 - Supporting policies and procedures.
- 5.12 Main contractors to the development must show they and their suppliers are committed to safer and more efficient ways of working on site. This includes the use of vehicles. Transport for London recommends that within 90 days of an awarded contract, all contractors must have registered and gained FORS Silver accreditation as a minimum standard. A list of FORS Silver accredited companies can be found at www.fors-online.org.uk.
- 5.13 Online delivery booking and tracking systems are the best way to record vehicle movements to and around a site. They are also a good way of controlling deliveries. The developer will establish an online delivery booking and management system.
- 5.14 The contractor must also give the planning authority access to the data for monitoring and statistical analysis purposes.
- 5.15 Finally, a 'Contractor's Handbook' will be prepared prior to any works commencing on the site. Copies of the handbook will be sent to all sub-contractors and key personnel on the site.

- 5.16 A well-planned handbook will support supervisors and managers in making sure the terms and conditions of the CLP are met by everyone working at the site. The handbook should include the following information:
- Communicate the aims and objectives common to all CLPs;
 - Clearly explain all site-specific CLP agreements and methods of working;
 - Sets out the main contractor's general practices and standards;
 - A site map;
 - Hours of site opening;
 - Health and safety information;
 - Main contact details.
- 5.17 The site operating times will be 8am to 6pm Monday to Friday and Saturday 8am to 1pm. HGV movements to and from the site will only operate during certain times to minimise their impact on the local highway network and on residents. To avoid adding to local congestion all HGV access and egress from the site will take place between 09:30am and 4pm (outside of network peak hours).
- 5.18 Careful planning of deliveries is needed to maximise the number of deliveries outside of peak hours.
- 5.19 Site workers will be encouraged to travel to the site using public transport as there will be limited parking available within the surrounding area.
- 5.20 A 24 hour site emergency contact number will be displayed outside the site at all times throughout construction activities. This number will be contactable at all times.

Retiming for out of peak deliveries / out of hours

- 5.21 Out of hours deliveries is not appropriate due to the neighbouring residential properties.

Use of holding areas and vehicle call off areas

- 5.22 This is not appropriate due to the residential nature of the surrounding area.

Use of logistics and consolidation centres

- 5.23 This is not appropriate due to the relatively small scale of the development.

Collaboration with other sites

- 5.24 Collaboration will take place with other local construction sites wherever possible and as relevant.

Staff Travel Plan

- 5.25 The contactors will create a staff travel plan in order to encourage sustainable travel to the site.

6.0 MONITORING, COMPLIANCE, REPORTING & REVIEW

- 6.1 This outline CLP has been prepared for submission to the London Borough of Haringey for submission with a planning application. The development proposals comprise of the construction of 23 apartments.
- 6.2 The contractor will take responsibility for the day-to-day management of the CLP and is the first point of contact for site issues. They will help the development run smoothly by making sure each construction phase complies with the CLP. It is also the contractor's job to oversee the effectiveness of the CLP and prepare regular updates to the planning authority when asked.
- 6.3 It will be the duty of the contractor to respond to any questions or queries about the development and put in place any mitigation measures needed to resolve traffic issues connected with the construction work. An example of the duties a contractor may need to carry out is illustrated as follows:
- Remind all contractors and subcontractors about designated routes to and from the site;
 - Check vehicles arriving at site to make sure they meet the developer's safety requirements;
 - Manage the delivery booking and scheduling tool that records deliveries.
- 6.4 The developer and their contractor will have responsibility for monitoring the CLP and collecting data according to a schedule agreed between them and the planning authority.
- 6.5 If any changes to the CLP are required at any stage they must be outlined within this report and agreed with the London Borough of Haringey highways team.

Management

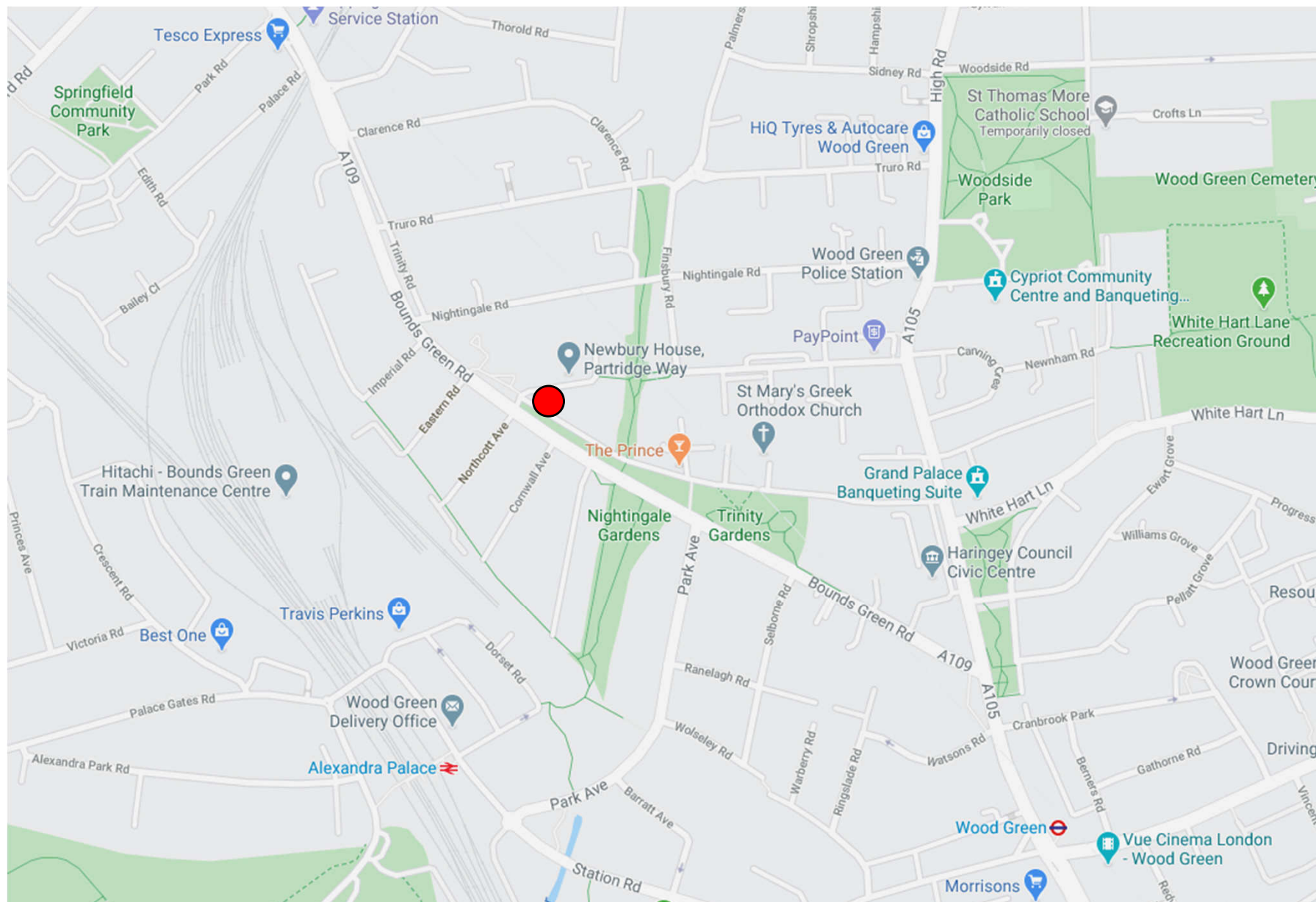
- 6.6 The CLP will be managed through the appointed contractor. Key contact details of people who have assisted in the preparation of this CLP are listed below:

CLP Author

John Ross BSc (Hons), MSc
Associate Director
Paul Mew Associates
0208 780 0426
john.rossy@pma-traffic.co.uk

Appendix A

Site Location, Context & Current Layout



Date: 01/07/20
 Scale: NTS
 Source: Google
 Site Location



P2339. Partridge Way, Wood Green, London, N22 8DT
 Site Location



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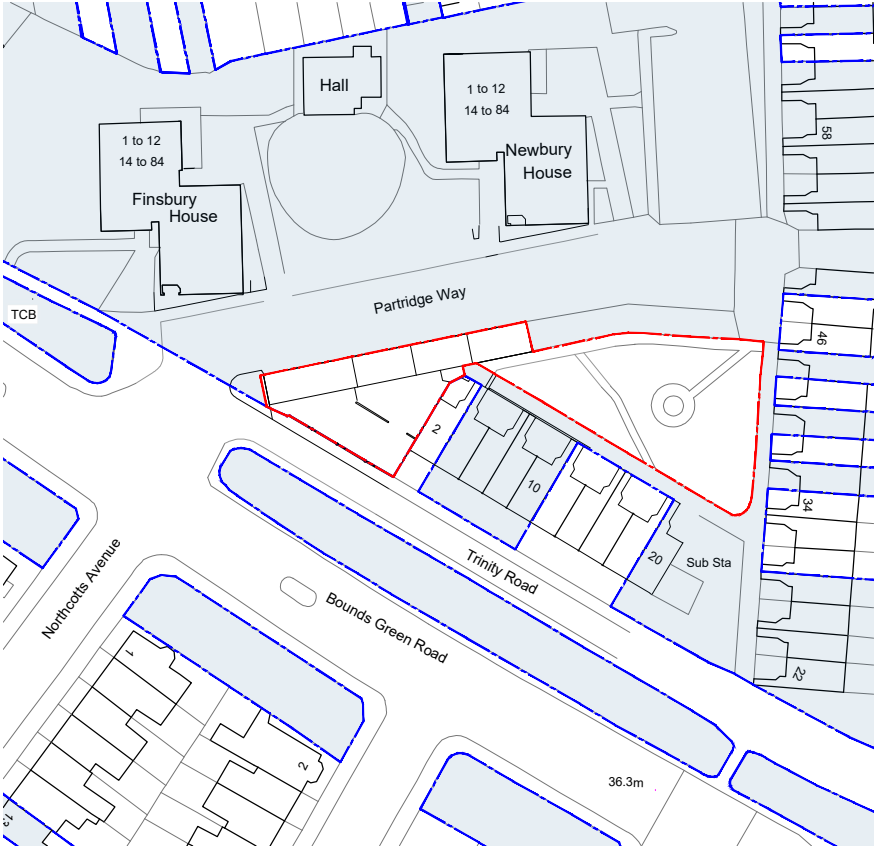
Date: 07/05/20
 Scale: NTS
 Source: Google
 Site Location



P2339, Partridge Way, Wood Green, London, N22 8DT
 Site Context



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01 EXISTING LOCATION PLAN
001 1:1250

KEY

	SITE BOUNDARY
	NEIGHBOURING LAND AND BUILDING OWNERSHIP

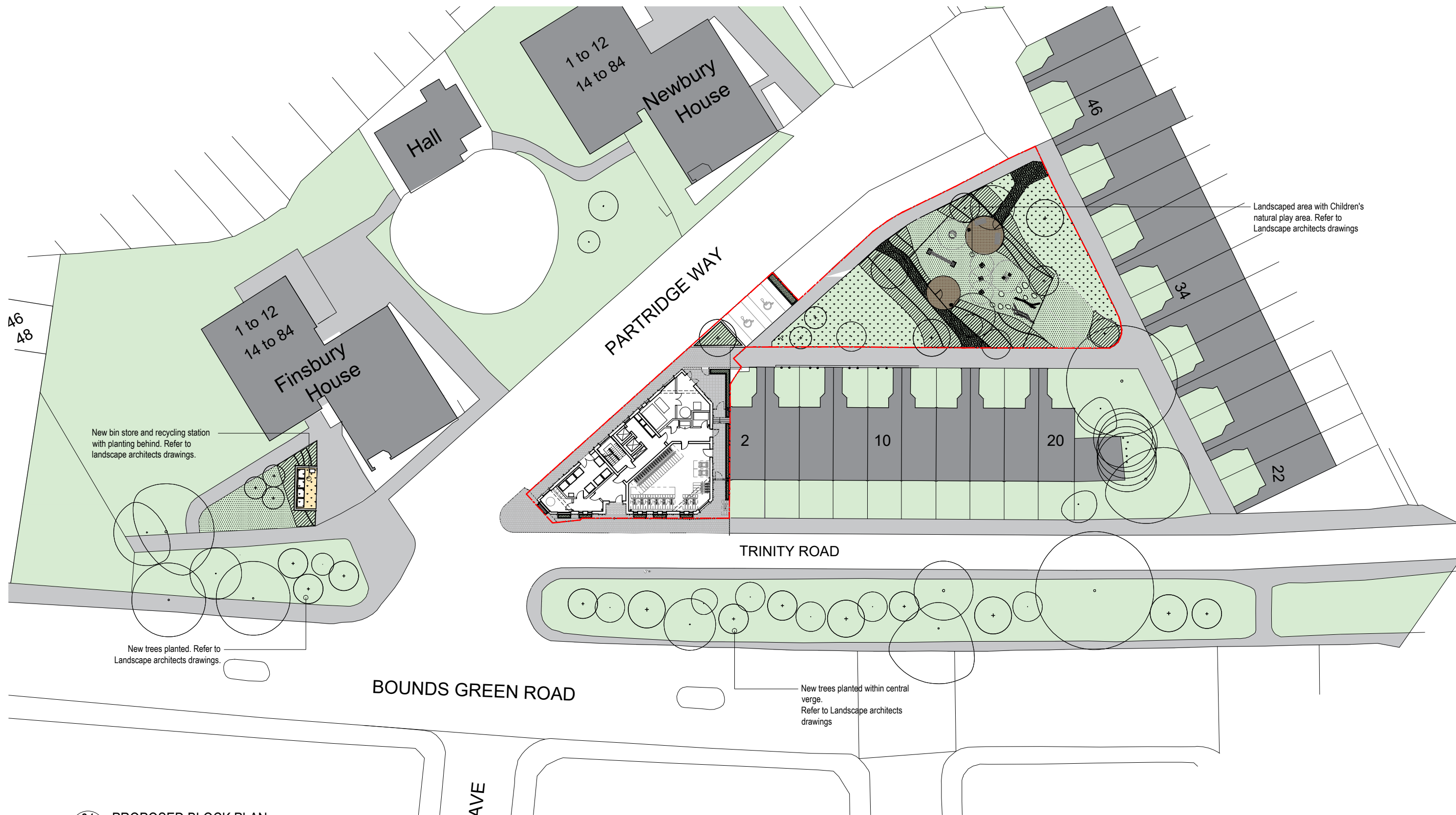


02 EXISTING BLOCK PLAN
001 1:500

CONTRACTORS ARE NOT TO SCALE OFF THIS DRAWING ALL DIMENSIONS MUST BE CHECKED ON SITE INFORM THE ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION PLOT SIZE: A3	NOTES: SCALE: 1:500 @ A3 0 5 10	SCALE: 1:1250 @ A3 0 m 25 m 50 m			PROJECT: PARTRIDGE WAY HARINGEY CLIENT: HARINGEY COUNCIL DRAWING NO: 0226 - 001		DRAWING TITLE: EXISTING LOCATION AND BLOCK PLAN SCALE @ A3: 1:1250 / 1:500 REV: P02		UNIT Unit One Architects Ltd The Junction, Station Road, Watford, WD17 1EU t: 0207 183 1456 e: studio@unit1architects.com www.unit1architects.com													
				<table><tr><td>P02</td><td>02.07.2021</td><td>BLUE LINE BOUNDARY ADDED</td><td>VL</td><td>CP</td></tr><tr><td>P01</td><td>08.04.2021</td><td>SCHEME FREEZE FOR PLANNING</td><td>VL</td><td>CP</td></tr><tr><td>REV</td><td>DATE</td><td>DESCRIPTION</td><td>DRN</td><td>CHK</td></tr></table>	P02	02.07.2021	BLUE LINE BOUNDARY ADDED	VL		CP	P01	08.04.2021	SCHEME FREEZE FOR PLANNING	VL	CP	REV	DATE	DESCRIPTION	DRN	CHK		
	P02	02.07.2021	BLUE LINE BOUNDARY ADDED	VL	CP																	
P01	08.04.2021	SCHEME FREEZE FOR PLANNING	VL	CP																		
REV	DATE	DESCRIPTION	DRN	CHK																		
REVISION HISTORY																						

Appendix B

Proposed Site Plan



01 PROPOSED BLOCK PLAN
101 1:500

CONTRACTORS ARE NOT TO SCALE OFF THIS DRAWING ALL DIMENSIONS MUST BE CHECKED ON SITE INFORM THE ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION PLOT SIZE: A3	NOTES: SCALE: 1:500 @ A3 0 5 10	<table> <tr> <td>P01</td><td>08.04.2021</td><td>SCHEME FREEZE FOR PLANNING</td><td>VL</td><td>CP</td></tr> <tr> <td>REV</td><td>DATE</td><td>DESCRIPTION</td><td>DRN</td><td>CHK</td></tr> <tr> <td colspan="5">REVISION HISTORY</td></tr> </table>	P01	08.04.2021	SCHEME FREEZE FOR PLANNING	VL	CP	REV	DATE	DESCRIPTION	DRN	CHK	REVISION HISTORY					PROJECT: PARTRIDGE WAY HARINGEY CLIENT: HARINGEY COUNCIL DRAWING NO: 0226 - 101 DRAWING TITLE: PROPOSED BLOCK PLAN SCALE @ A3: 1:500 REV: P01	UNIT Unit One Architects Ltd The Junction, Station Road, Watford, WD17 1EU t: 0207 183 1456 e: studio@unit1architects.com www.unit1architects.com
P01	08.04.2021	SCHEME FREEZE FOR PLANNING	VL	CP															
REV	DATE	DESCRIPTION	DRN	CHK															
REVISION HISTORY																			

Appendix C

Accessibility Assessment & Local Community Considerations

Bus route	Towards	Bus stops
184	Barnet	HSR2 K L
221	Edgware	HSR1 G H
W3 24hr Weekend	Turnpike Lane	BE
	Finsbury Park	K L M N P R S
	Northumberland Park	A B C D E F G H

Night buses

Bus route	Towards	Bus stops
N91	Cockfosters	N
	Trafalgar Square	BE



Date: 01/07/20
Scale: NTS
Source: TfL
 Site Location



P2339. Partridge Way, Wood Green, London, N22 8DT
Local Public Bus Map



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- Bakerloo
- Central
- Circle
- District
- Hammersmith & City
- Jubilee
- Metropolitan
- Northern
- Piccadilly
- Victoria
- Waterloo & City
- DLR
- London Overground
- London Trams
- TfL Rail
- Emirates Air Line cable car
- Chiltern Railways
- c2c
- East Midlands Railway
- Gatwick Express
- Great Northern
- Great Western Railway
- Greater Anglia
- Heathrow Express
- London Northwestern Rail
- South Western Railway
- Southeastern
- Southeastern high speed
- Southern
- Thameslink



Date: 01/07/20

Scale: NTS

Source: TfL

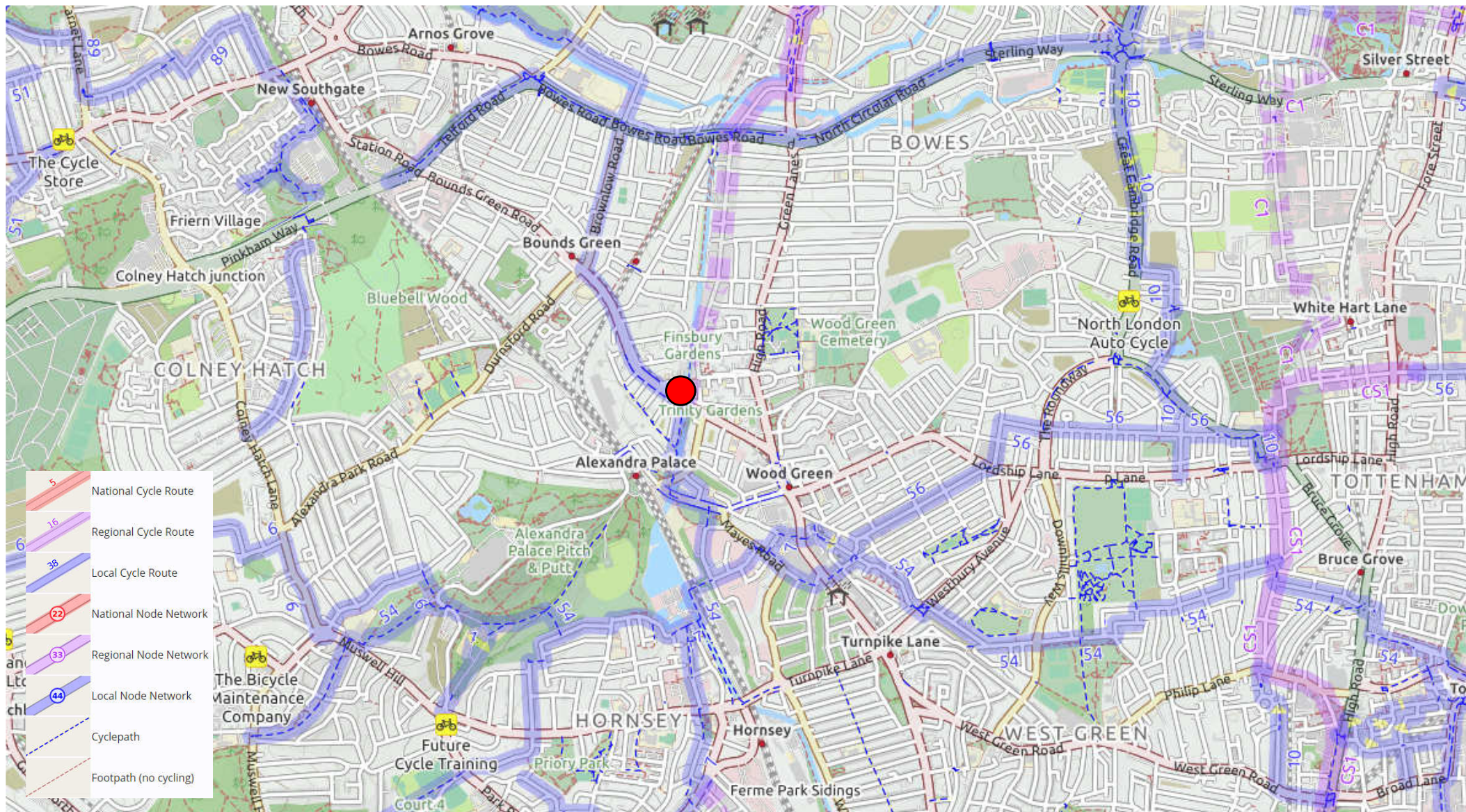
Site Location



P2339. Partridge Way, Wood Green, London, N22 8DT
Local Rail Map



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Date: 01/07/20

Scale: NTS

Source: Open Cyclemap

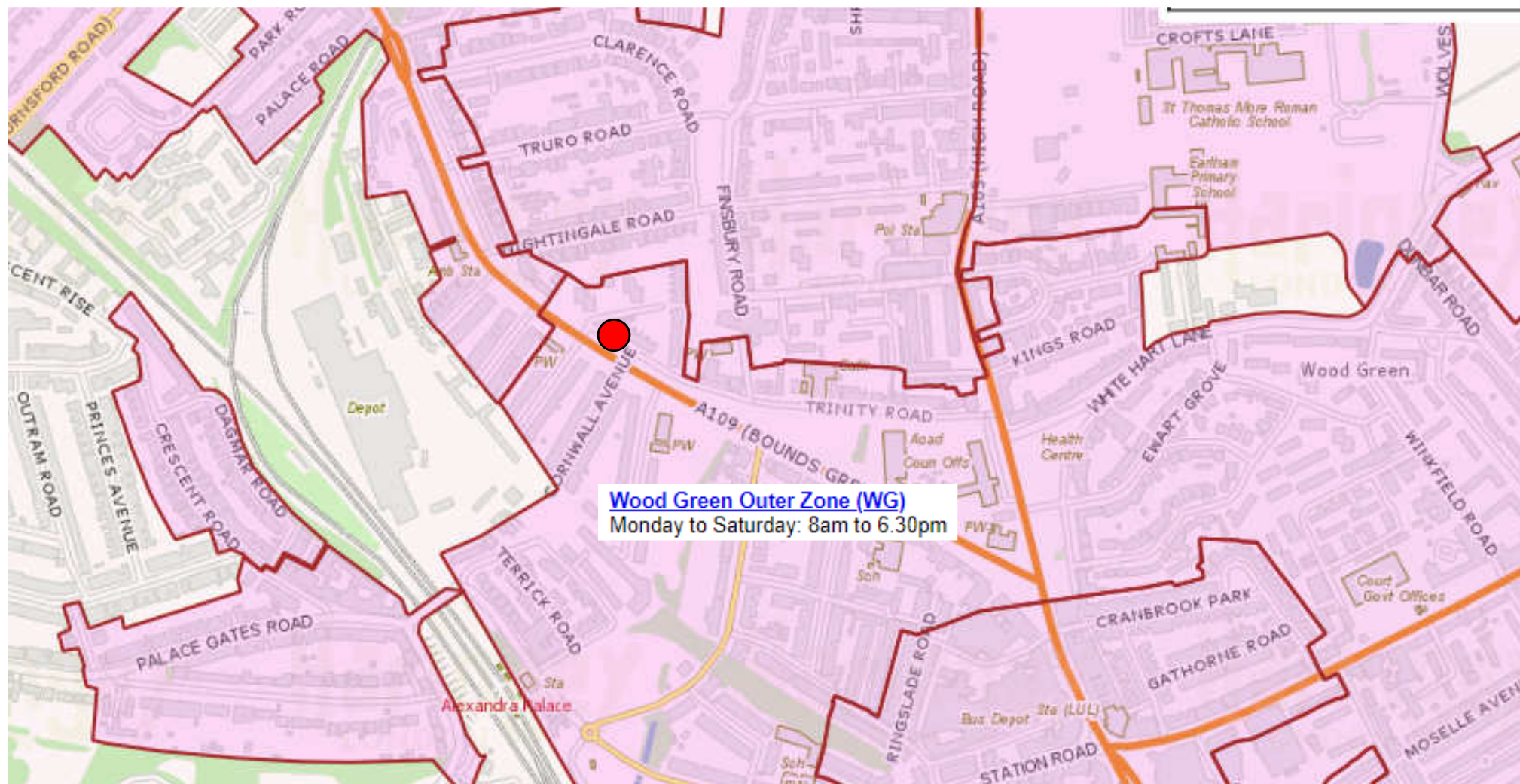
Site Location



P2339, Partridge Way, Wood Green, London, N22 8DT
Local Cycle Route Map



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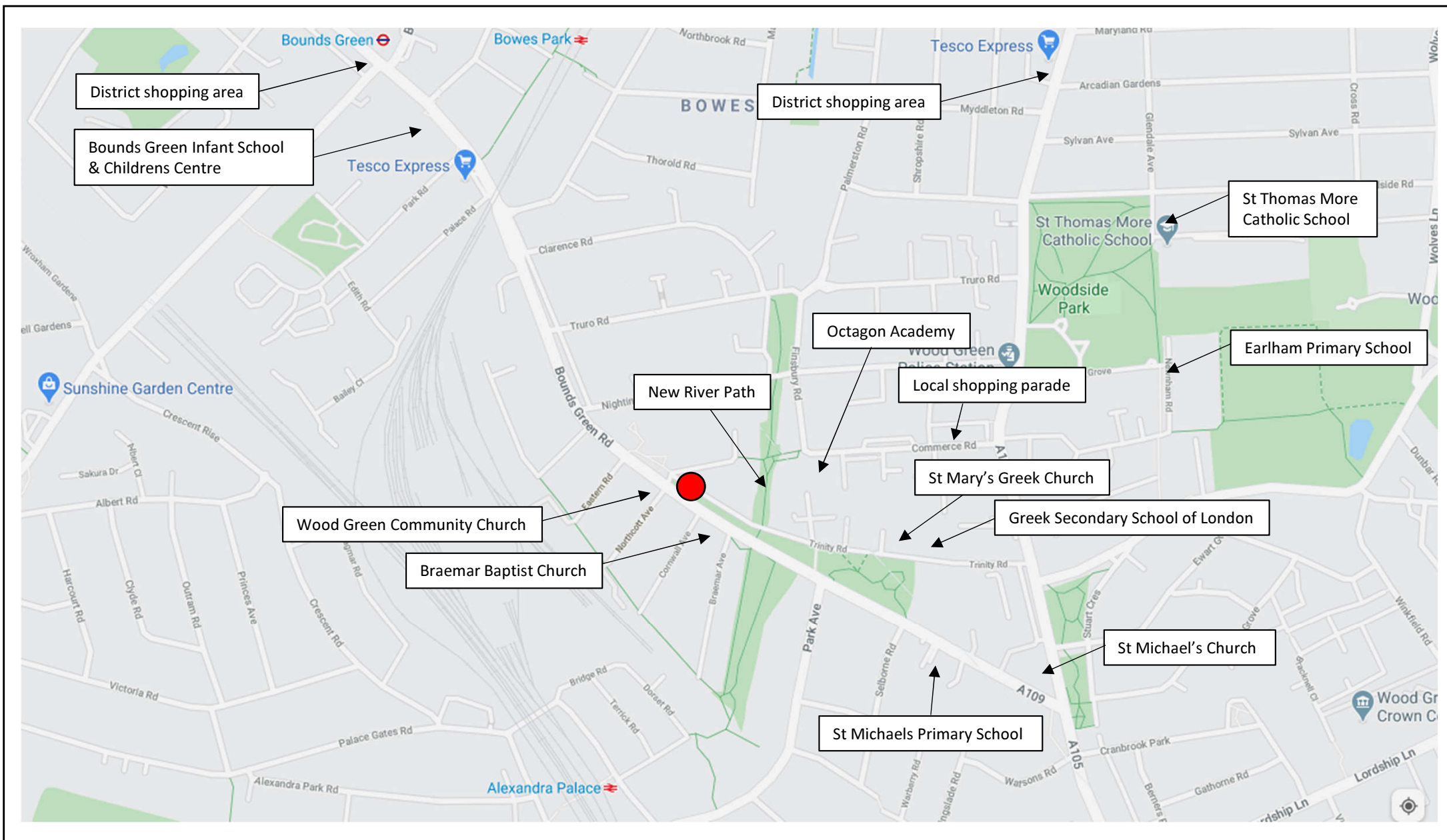
Date: 07/05/20
Scale: NTS
Source: LB Haringey
 Site Location



P2339. Partridge Way, Wood Green, London, N22 8DT
Local Controlled Parking Zones



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Date: 07/05/20
 Scale: NTS
 Source: Google
 Site Location



P2339. Partridge Way, Wood Green, London, N22 8DT
 Community Considerations

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PTAL REPORT

Site Details

Description: **Standard PTAL calculation**
Partridge Way, N22 8DT
Coordinates: 530407
190911
Date: 21/07/2020

Calculation Parameters

Day of Week: M-F
Time Period: AM Peak
Walk Speed: 4.8
Bus Walk Access Time (mins): 8
BUS Reliability Factor: 2
LU Max. Walk Access Time (mins): 12
LU Reliability Factor: 0.75
Rail Walk Access Time (mins): 12
Rail Reliability Factor: 0.75

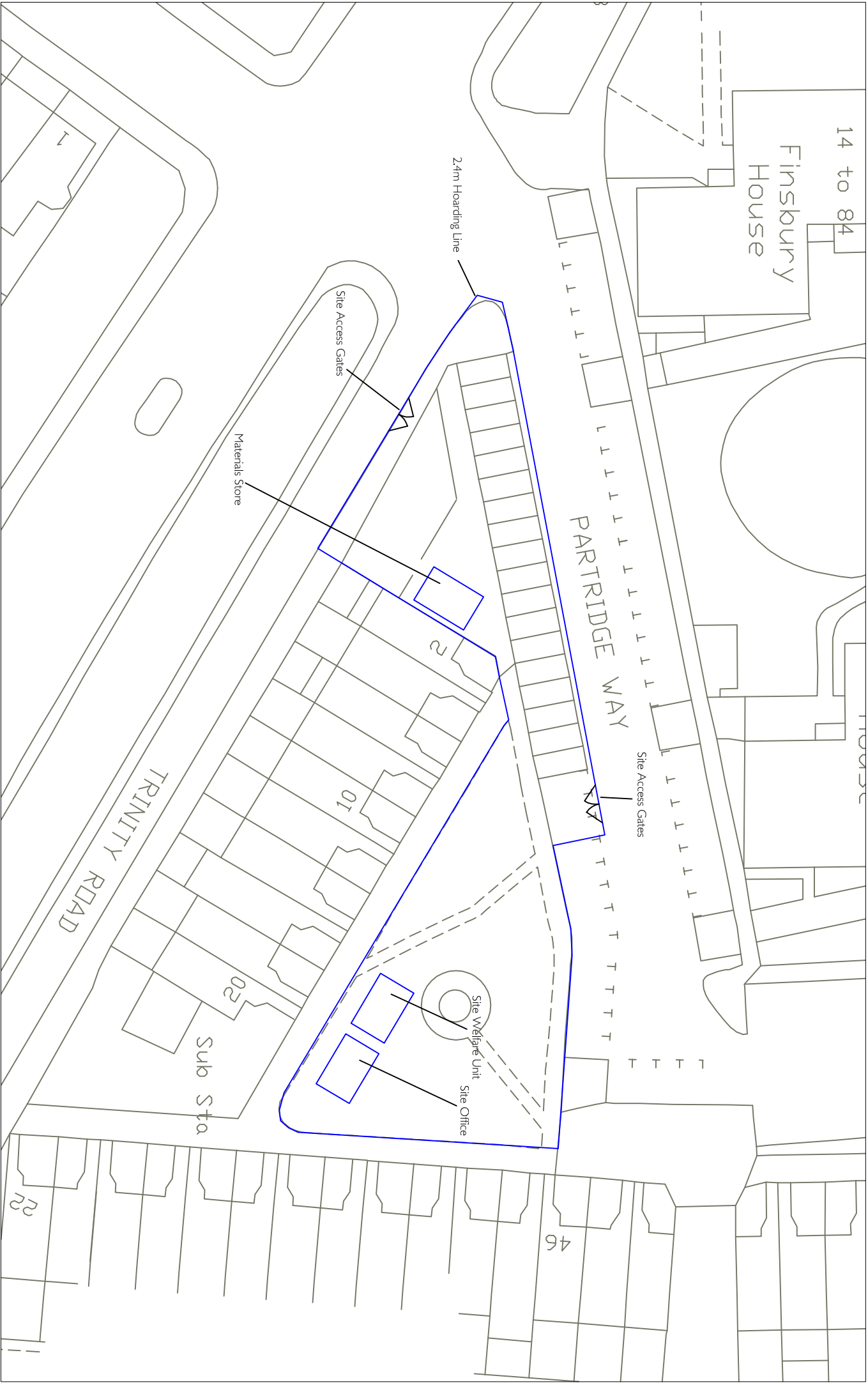
Data			Calculations							
A	B	C	D	E	F	G	H	I	J	K
Mode	Stop	Route	Distance (meter)	Frequency (vph)	Walk Time (min)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	BOUNDS GRN RD EASTERN RD	221	100	5	1.25	8.00	9.25	3.24	1	3.24
Bus	HIGH RD, WOOD GREEN POLICE STATIC	121	500	6	6.25	7.00	13.25	2.26	0.5	1.13
Bus	HIGH RD, WOOD GREEN POLICE STATIC	232	500	4	6.25	9.50	15.75	1.90	0.5	0.95
Bus	HIGH RD, WOOD GREEN POLICE STATIC	329	500	10	6.25	5.00	11.25	2.67	0.5	1.33
LUL	Bounds Green	'Cockfosters-LHRT4LT '	700	4.67	8.75	7.17	15.92	1.88	0.5	0.94
LUL	Bounds Green	'RayLane-Cockfosters '	700	3.67	8.75	8.92	17.67	1.70	0.5	0.85
LUL	Bounds Green	'LHRT4LT-ArnosGrove '	700	4.67	8.75	7.17	15.92	1.88	0.5	0.94
LUL	Bounds Green	'ArnosGrove-RayLane '	700	0.33	8.75	91.66	100.41	0.30	0.5	0.15
LUL	Bounds Green	'ArnosGrove-Nthfields '	700	3	8.75	10.75	19.50	1.54	0.5	0.77
LUL	Bounds Green	'Oakwood-RayLane '	700	0.33	8.75	91.66	100.41	0.30	0.5	0.15
LUL	Bounds Green	'Nthfields-Cockfoster'	700	1	8.75	30.75	39.50	0.76	0.5	0.38
LUL	Bounds Green	'LHRT5-Cockfosters '	700	6	8.75	5.75	14.50	2.07	1	2.07
LUL	Bounds Green	'Uxbridge-Cockfosters '	700	3.67	8.75	8.92	17.67	1.70	0.5	0.85
LUL	Bounds Green	'Ruislip-Cockfosters '	700	2.33	8.75	13.63	22.38	1.34	0.5	0.67
LUL	Bounds Green	'ArnosGrove-Uxbridge '	700	1	8.75	30.75	39.50	0.76	0.5	0.38
LUL	Bounds Green	'Oakwood-Uxbridge '	700	0.33	8.75	91.66	100.41	0.30	0.5	0.15
LUL	Bounds Green	'Oakwood-Ruislip '	700	0.33	8.75	91.66	100.41	0.30	0.5	0.15
Rail	Alexandra Palace	'WLWYNGC-KNGX 2Y13 '	596	0.67	7.45	45.53	52.98	0.57	0.5	0.28
Rail	Alexandra Palace	'MRGT-HFDN 2B09 '	596	0.67	7.45	45.53	52.98	0.57	0.5	0.28
Rail	Alexandra Palace	'MRGT-HFDN 2B99 '	596	0.67	7.45	45.53	52.98	0.57	0.5	0.28
Rail	Alexandra Palace	'MRGT-STEVNGE 2F05 '	596	0.67	7.45	45.53	52.98	0.57	0.5	0.28
Rail	Alexandra Palace	'MRGT-LTCE 2F06 '	596	1	7.45	30.75	38.20	0.79	0.5	0.39
Rail	Alexandra Palace	'MRGT-GORDONH 2G98 '	596	0.33	7.45	91.66	99.11	0.30	0.5	0.15
Rail	Alexandra Palace	'HFDN-MRGT 2J08 '	596	1	7.45	30.75	38.20	0.79	0.5	0.39
Rail	Alexandra Palace	'GORDONH-MRGT 2J10 '	596	1.67	7.45	18.71	26.16	1.15	0.5	0.57
Rail	Alexandra Palace	'HFDN-MRGT 2J14 '	596	0.67	7.45	45.53	52.98	0.57	0.5	0.28
Rail	Alexandra Palace	'STEVNGE-MRGT 2J17 '	596	0.67	7.45	45.53	52.98	0.57	0.5	0.28
Rail	Alexandra Palace	'HFDN-MRGT 2J18 '	596	0.33	7.45	91.66	99.11	0.30	0.5	0.15
Rail	Alexandra Palace	'GORDONH-MRGT 2J22 '	596	0.67	7.45	45.53	52.98	0.57	0.5	0.28
Rail	Alexandra Palace	'HFDN-MRGT 2J23 '	596	0.33	7.45	91.66	99.11	0.30	0.5	0.15
Rail	Alexandra Palace	'STEVNGE-MRGT 2J25 '	596	0.33	7.45	91.66	99.11	0.30	0.5	0.15
Rail	Alexandra Palace	'WLWYNGC-MRGT 2K03 '	596	2.67	7.45	11.99	19.44	1.54	0.5	0.77
Rail	Alexandra Palace	'MRGT-WLWYNGC 2V05 '	596	2.67	7.45	11.99	19.44	1.54	0.5	0.77

20.60

PTAL 5

Appendix D

Indicative Demolition / Construction Compound Set-Up



Date: 06/07/21
Scale: 1/500@A4
Source: OS



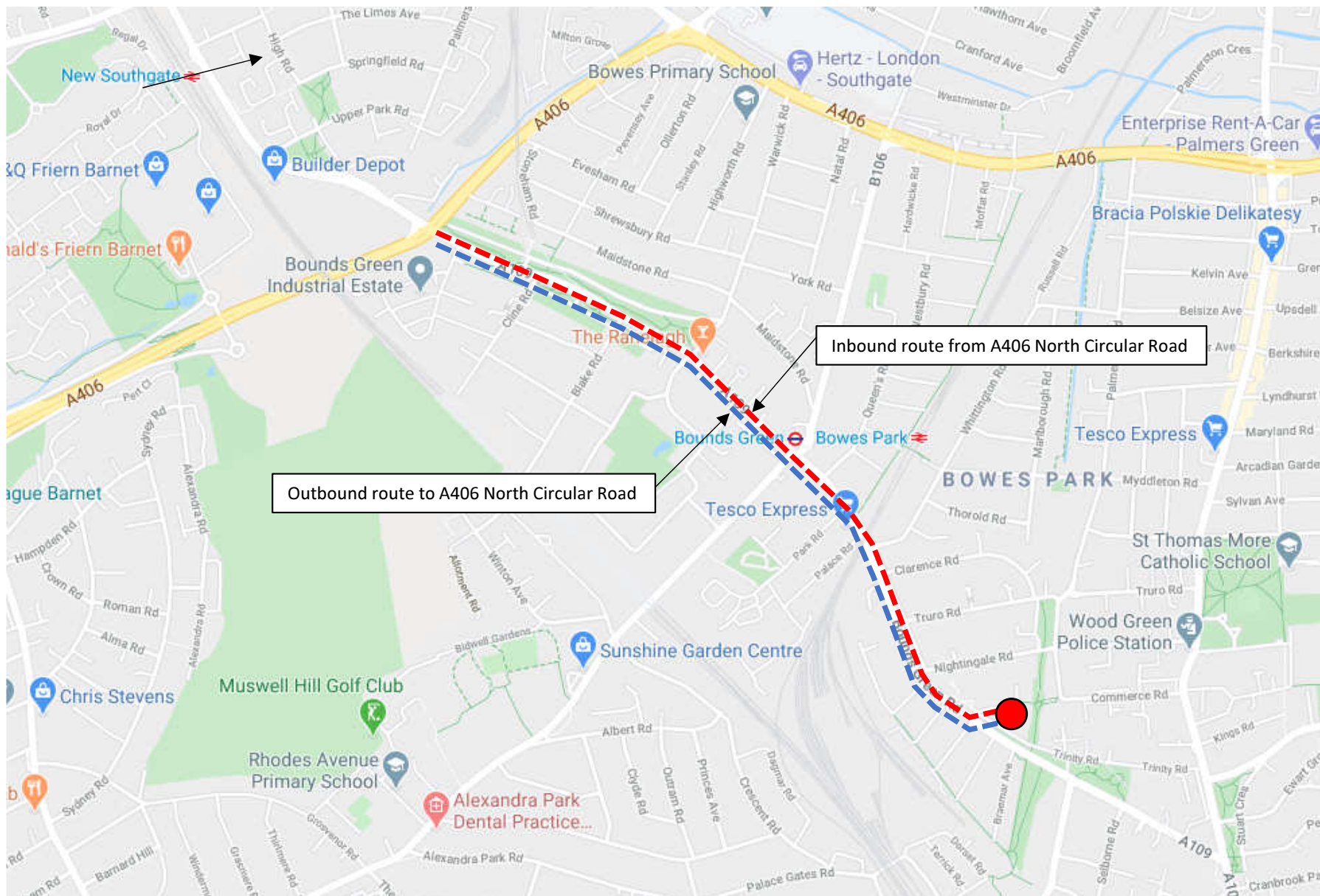
P2339, Partridge Way, London, N22 8DT
Indicative Demolition / Construction Compound Set-Up



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Appendix E

Construction Vehicle Routing



Date: 07/05/20
 Scale: NTS
 Source: Google
 Site Location



P2339. Partridge Way, Wood Green, London, N22 8DT
 Construction Vehicle Routing



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